

I-395/Route 9 Transportation Study

*Draft Environmental Impact Statement and Section 404 Permit Application
Supporting Information*



Brewer, Holden, Eddington, and Clifton, Maine

FHWA-ME-EIS-12-01-D

MaineDOT Project Identification Number: 008483.20

FHWA: NH-8483(20)E

Submitted Pursuant to 42 U.S.C. 4332 (2)(c) by the

*Federal Highway
Administration*



**United States Army
Corps of Engineers**



and Cooperating Agencies

U.S. Fish & Wildlife Service, U.S. Environmental Protection Agency,
National Oceanic and Atmospheric Administration–National Marine Fisheries Service,
Maine Department of Environmental Protection, and Maine Historic Preservation Commission

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David Bernhardt, P.E.

Commissioner; Maine Department of Transportation



3/7/12 Date

Todd D. Jorgensen

Maine Division Administrator; Federal Highway Administration



3/8/2012 Date

The following people may be contacted for additional information regarding this document:

Comments on this Draft EIS/Section 404 Permit Application and supporting information are due by May 15, 2012 and should be sent to either of the following:

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The Maine Department of Transportation (MaineDOT) and the Maine Division of Federal Highway Administration (FHWA) have undertaken the I-395/Route 9 Transportation Study to evaluate transportation alternatives to improve regional system linkage, relieve traffic congestion, and improve safety along Routes 1A and 46, and to improve the current and future flow of traffic and the shipment of goods to the Interstate system. This Environmental Impact Statement (EIS)/Clean Water Act Section 404 Permit Application examines the environmental effects of the "No-Build" Alternative and three build alternatives developed to satisfy the study purpose and needs. The purpose of this EIS/Section 404 Permit Application is to provide the FHWA, the MaineDOT, the USACE, and the public with a full accounting of the environmental impacts to the natural, social, atmospheric, and transportation environments. The EIS/Section 404 Permit Application serves as the primary document to facilitate review of the project by federal, state, and local agencies and the general public.

After careful consideration of the range of alternatives developed in response to the study's purpose and needs and in coordination with its cooperating and participating agencies, the MaineDOT and the FHWA have identified Alternative 2B-2 as its preferred alternative because the MaineDOT and the FHWA believe it best satisfies the study purpose and needs, would fulfill their statutory mission and responsibilities, and has the least adverse environmental impact.

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